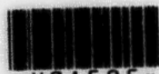


022

CITY OF MISSISSAUGA  
RETURN TO CENTRAL RECORDS  
BOX LABEL



•V01585•

LOCATION LABEL



•98090507•

V01585 001  
890405 AGENDA & MINUTES  
198912

OPERATION & WORKS COMMITTEE MG.0

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, APRIL 5, 1989, 9:00 A.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy  
Councillor M. Prentice  
Councillor F. Dale (Chair)  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor N. Iannicca

Prepared by: Linda Mailer, Clerk's Department (896-5425)  
Date: March 30, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 5, 1989

DEPUTATIONS/PRESENTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	J.05.89002	Mavis Road Alignment from Britannia Road/north City limits
2.	J.05.88019	Renforth Drive/Matheson Boulevard Grade Separation/Eglinton Avenue Pavement Widening Eglinton Avenue Reconstruction - from Renforth Drive/Fieldgate Drive
3.	F.02.02	Noble Subdivision - Assumption of Works
4.	F.06.04.05	Dunbar Road/Rugby Road and Dunbar Road/Confederation Parkway
5.	F.06.04.06	Prohibited Truck Routes
6.	F.06.03.05(B) F.06.04.10	Parkerhill Road/Dundas Street West Intersection
7.	F.06.04.02	Mavis Road - Boulevard Parking
8.	A.03.04.11.02	Traffic Safety Council Report 2-89 - March 3/89

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 5, 1989

DEPUTATIONS/PRESENTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated March 28, 1989, from the Commissioner of Public Works regarding the Mavis Road alignment from Britannia Road to the north City limits.

Mavis Road is included in the City of Mississauga Official Plan as an arterial road with a planned right-of-way width of 35 metres (115 feet). Mavis Road exists and is opened to traffic only south of Eglinton Avenue. The alignment for the section from Eglinton Avenue to Britannia Road has previously been determined and the construction of this segment to a four-lane cross section is being pursued. Because of land development planning it has become necessary to determine an alignment for Mavis Road between Britannia Road and the north City limits.

The Public Works Department has reviewed the road alignment in conjunction with several agencies having an interest in this matter including:

- The Planning and Building Department
- The Ministry of Transportation Ontario, regarding the Highway 401 interchange
- The Credit Valley Conservation Authority, regarding the Fletcher's Creek crossing
- The Region of Peel regarding the Derry Road intersection.

Because of land developing planning it has become necessary to develop an alignment for Mavis Road from Britannia Road to the north City limits. With the assistance of various agencies and with the involvement of affected landowners a preferred alignment has been determined. It is appropriate that this alignment be endorsed by City Council prior to being incorporated within development plans.

RECOMMENDATION:

That the alignment of Mavis Road from Britannia Road to the north City limits as indicated in Plan No. 879 dated December, 1988 by CGL Consulting Engineering Limited be endorsed.

J.05.89002

RECOMMEND ADOPTION

2. Report dated March 23, 1989, from the Commissioner of Public Works providing a status report on the proposed Renforth Drive/Matheson Boulevard Grade Separation and the widening of Eglinton Avenue from Renforth Drive to Fieldgate Drive.

Agreement was reached in 1988 between the City of Mississauga, Metropolitan Toronto and the City of Etobicoke for this widening in order to provide for exclusive bus lanes on Eglinton Avenue from Highway #427 to Fieldgate Drive. The proposal also accommodates a continuous left turning lane which has been proposed to serve new developments on the south side of Eglinton Avenue, east of Centennial Park. The entire cost of the centre turn lane will be borne by Metropolitan Toronto.

In order to meet the objectives, a comprehensive study is to be carried out and an Environmental Study Report will be prepared for both projects to meet the requirements of the Environmental Assessment Act. The City of Mississauga is the project proponent with the concurrence of the City of Etobicoke. A Technical Coordinating Committee composed of representatives of the City of Mississauga, the City of Etobicoke, the Municipality of Metropolitan Toronto and the Ministry of Transportation of Ontario has been established to ensure that the required objectives are satisfied.

In order to ensure public participation a newspaper advertisement (sample attached) will be inserted in the Mississauga, Etobicoke and Toronto newspapers to advise of the commencement of the study.

RECOMMENDATIONS:

That the report dated March 23, 1988, from the Commissioner of Works regarding implementation of the Renforth Drive/Matheson Boulevard Grade Separation and Eglinton Avenue Reconstruction from Renforth Drive to Fieldgate Drive be received for information purposes.

J.05.88019

RECOMMEND ADOPTION

3. Report dated March 6, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road.

April 5, 1989

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road.
- (b) That the City Treasurer be authorized to return the Letters of Credit for Plan M-544 currently valued at \$115,575.46 and \$96,800.00 (topsoil & sodding), to the developer, Noble Propane and Energy Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-544 as public highway and part of the municipal system of the City of Mississauga.

F.02.02

RECOMMEND ADOPTION

4.

Report dated March 16, 1989, from the Commissioner of Public Works in response to a request for all-way stop at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

At the request of City Council, the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, were reviewed for potential all-way stop implementation. Based on the results there is insufficient side street volume (average of only 19 vehicles at Rugby Road and 81 at Confederation Parkway during peak traffic period) to technically warrant all-way stops. The Public Works Department therefore does not support the implementation of all-way stops at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

RECOMMENDATION:

That all-way stops not be implemented at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, as warrants are not satisfied.

F.06.04.05

RECOMMEND ADOPTION

5. Report dated March 15, 1989, from the Commissioner of Public Works regarding amendments to Schedule 13 of By-law 444-79, as amended, to incorporate revised no heavy truck designations.

These additions represent new roadways or portions of said roadways which are not at present included in the by-law restricting heavy truck traffic. Signs will be posted in locations where peripheral streets intersect truck routes to protect all residential streets within the local area.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement heavy truck prohibitions on numerous roadways.

F.06.04.06

RECOMMEND ADOPTION

6. Report dated March 15, 1989, from the Commissioner of Public Works in response to a petition from concerned citizens in the immediate vicinity of Parkerhill Road and Dundas Street West, and Victor Moul, Whiteoak Lincoln Mercury Sales Ltd., which were prompted from a fatal accident that occurred on January 7, 1989 involving a pedestrian crossing Dundas Street. The petition requests that pedestrian activated signals or a designated pedestrian crossing (pedestrian crossover) be installed at Parkerhill Road and Dundas Street West.

The intersection of Dundas Street West and Parkerhill Road does not fulfill the required criteria to meet the Ministry of Transportation Ontario's warrant for the installation of traffic signals or pedestrian crossover. A 50 km/h speed zone should be implemented to extend the current 50 km/h speed zone from Cliff Road to Mason Heights on Dundas Street West to increase the level of safety.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the extension of the 50 km/h zone on Dundas Street West from a point 100 metres west of Confederation Parkway to Mason Heights.

F.06.03.05(B)

F.06.04.10

RECOMMEND ADOPTION

April 5, 1989

7. Report dated March 15, 1989, from the Commissioner of Public Works regarding a request originating from Mr. Barager of G.T. Wood Company Ltd., to review parking prohibitions on Mavis Road in regard to boulevard parking.

There is sufficient reason in terms of safety to amend the parking by-law to prohibit parking on Mavis Road from Dundas Street West to Eglinton Avenue West. Further, the posting of prohibitive boulevard parking signs will advise motorists of its contravention to the by-law and assist in the enforcement effort.

RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Mavis Road between Dundas Street West and Eglinton Avenue West.
- (b) That 'No Parking on Boulevard' signs be installed along both sides of Mavis Road between Dundas Street West and Burnhamthorpe Road West.

F.06.04.02

RECOMMEND ADOPTION

8. Report 2-89 of the Traffic Safety Council meeting held on March 29, 1989. As recommended in TSC-17-89 attached is the report dated March 20, 1989 from the Commissioner of Public Works dealing with St. Elizabeth Seton School, 6133 Glen Erin Drive.

A.03.04.11.02

RECOMMEND ADOPTION



## Corporate Report

Received by  
Clerk's Dept.

MAR 29 1989

Clerk's Files

J.05.89002

Originator's  
Files

11 141 89045

OPERATIONS/WORKS APR 5 1989

DATE: March 28, 1989  
TO: Chairman and Members of the Operations and Works Committee.  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Mavis Road Alignment from Britannia Road to the north City limits

ORIGIN: Public Works Department

BACKGROUND: Mavis Road is included in the City of Mississauga Official Plan as an arterial road with a planned right-of-way width of 35 metres (115 feet). Mavis Road exists and is opened to traffic only south of Eglinton Avenue. The alignment for the section from Eglinton Avenue to Britannia Road has previously been determined and the construction of this segment to a four-lane cross section is being pursued. Because of land development planning it has become necessary to determine an alignment for Mavis Road between Britannia Road and the north City limits.

COMMENT: The Public Works Department has reviewed the road alignment in conjunction with several agencies having an interest in this matter including:

- The Planning and Building Department,
- The Ministry of Transportation Ontario, regarding the Highway 401 interchange,
- The Credit Valley Conservation Authority, regarding the Fletcher's Creek crossing, and
- The Region of Peel, regarding the Derry Road intersection.

1(a)

Chairman and Members of the  
Operations and Works Committee

- 2 -

March 28, 1989

**COMMENT: (Continued)**

Since land in this area is largely undeveloped various alignments were possible. It was determined, however, that the crossing of the Fletcher's Creek at a location of minimal environmental impact would be a constraint in the selection of a desirable alignment. Through detailed field review with staff of the Credit Valley Conservation Authority and the Planning and Building Department it was determined that the road's centre line at the creek crossing should be located about 33 metres (110 feet) west of the mid-lot line (lot line approximately mid-way between McLaughlin Road and Second Line West). In order to achieve a desirable alignment in the vicinity of the future Highway 401 interchange the road alignment remains west of the mid-lot line to a point approximately 420 metres (1400 feet) south of the centre line of Highway 401.

The alignment is indicated in Plan No. 879 prepared by CGL Consulting Engineering Limited (display will be available at the Operations and Works Committee Meeting).

The selected alignment has been reviewed with the above noted agencies and these have indicated their concurrence in principle. The alignment has also been discussed with various affected landowners.

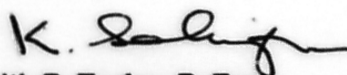
**CONCLUSION:**

Because of land developing planning it has become necessary to develop an alignment for Mavis Road from Britannia Road to the north City limits. With the assistance of various agencies and with the involvement of affected landowners a preferred alignment has been determined. It is appropriate that this alignment be endorsed by City Council prior to being incorporated within development plans.

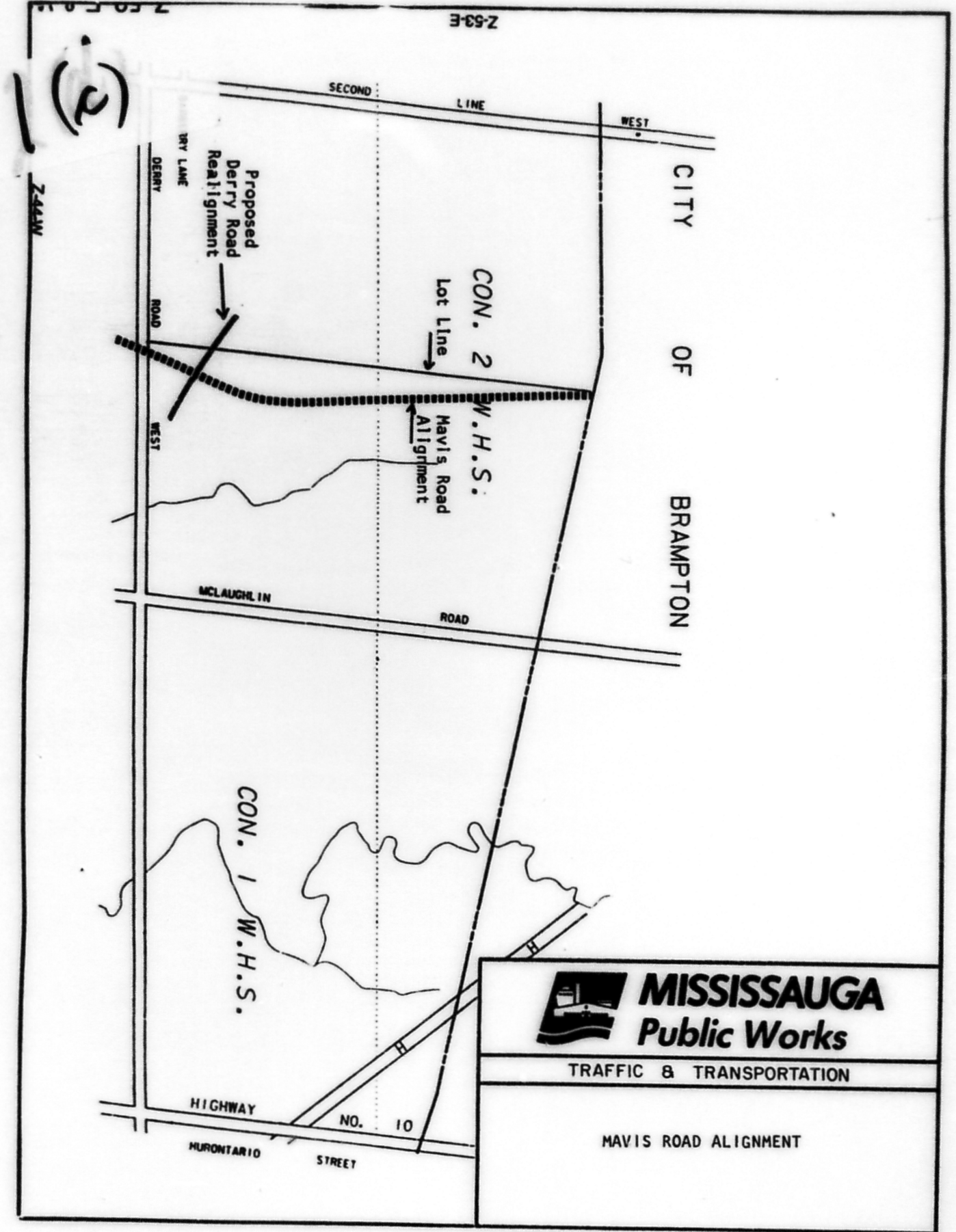
**RECOMMENDATION:**

That the alignment of Mavis Road from Britannia Road to the north City limits as indicated in Plan No. 879 dated December, 1988 by CGL Consulting Engineering Limited be endorsed.

KJS/edm  
0812E/214E

for:   
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department







## Corporate Report

Received by Clerk's Dept. MAR 29 1989

Clerk's Files J.O.S. 88019

APR 5 1989

OPERATIONS/WORKS

Originator's  
Files 17 111 88130  
17 111 88131

DATE: March 23, 1989.  
TO: Chairman and Members of Operations and Works Committee.  
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works.  
SUBJECT: (A) Renforth Drive/Matheson Boulevard Grade Separation  
Eglinton Avenue Pavement Widening.  
(B) Eglinton Avenue Reconstruction -  
From Renforth Drive to Fieldgate Drive.

ORIGIN: Capital Works Programme - 1990 and 1991 Capital Budget.

COMMENTS: This report is submitted for information purposes to update the Operations and Works Committee as to the status of the proposed Renforth Drive/Matheson Boulevard Grade Separation and the widening of Eglinton Avenue from Renforth Drive to Fieldgate Drive.

Agreement was reached in 1988 between the City of Mississauga, Metropolitan Toronto and the City of Etobicoke for this widening in order to provide for exclusive bus lanes on Eglinton Avenue from Highway #427 to Fieldgate Drive. The proposal also accommodates a continuous left turning lane which has been proposed to serve new developments on the south side of Eglinton Avenue, east of Centennial Park. The entire cost of the centre turn lane will be borne by Metropolitan Toronto.

In order to meet the objectives, a comprehensive study is to be carried out and an Environmental Study Report will be prepared for both projects to meet the requirements of the Environmental Assessment Act. The City of Mississauga is the project proponent with the concurrence of the City of Etobicoke. A Technical Coordinating Committee composed of representatives of the City of Mississauga, the City of Etobicoke, the Municipality of Metropolitan Toronto and the Ministry of Transportation of Ontario has been established to ensure that the required objectives are satisfied.

In order to ensure public participation a newspaper advertisement (sample attached) will be inserted in the Mississauga, Etobicoke and Toronto newspapers to advise of the commencement of the study.

.....2/

2(a)

Chairman and Members of  
Operation and Works Committee

-2-


2(a)  
March 23, 1989

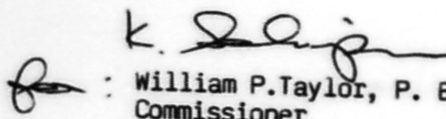
RECOMMENDATIONS: That the report from the Commissioner of Works regarding implementation of the:

(A) Renforth Drive/Matheson Boulevard Grade Separation  
and

(B) Eglinton Avenue Reconstruction from Renforth Drive  
to Fieldgate Drive,

be received for information purposes.

  
BES/ck  
235E:189E  
Att.

  
: William P. Taylor, P. Eng.  
Commissioner  
Public Works

**PUBLIC NOTICE**  
**MATHESON BOULEVARD/RENFORTH DRIVE**  
**GRADE SEPARATION**



CITY OF ETOBICOKE

**CITY OF MISSISSAUGA/CITY OF ETOBICOKE**

The Cities of Mississauga and Etobicoke propose to extend Matheson Boulevard from its existing easterly terminus west of Renforth Drive to connect to Eglinton Avenue east of Renforth Drive. The project will involve a grade separation over Renforth Drive, a southbound to westbound ramp from Renforth Drive to Matheson Boulevard, the necessary relocation and improvements to the Highway 401 ramps at Renforth Drive and associated widening and improvements to Eglinton Avenue and Renforth Drive north of Eglinton Avenue.

A related project being undertaken by the City of Mississauga concurrent with the grade separation study is the widening of Eglinton Avenue to a basic six lane cross section, with left-turn lane provision, from east of Fieldgate Drive to a point immediately west of the Renforth Drive intersection. The widening will provide two additional through lanes for exclusive use by buses in the peak travel periods. The grade separation study will consider the extension of this widening easterly from west of Renforth Drive and the necessary bus-only ramp connections to Highway 427.

The City of Mississauga is the proponent for this project. The study will be undertaken under the direction of a Technical Coordinating Committee consisting of representatives from the City of Etobicoke, Regional Municipality of Metropolitan Toronto and the Ontario Ministry of Transportation and will follow the Class Environmental Assessment process as approved for municipal road projects of this type. Public Information Centres will be held to permit the public to examine the alternative roadway and intersection designs for both the grade separation and Eglinton Avenue widening projects and to provide input into the planning process and final design selection.

An Environmental Study Report will be prepared for the project and filed with the Clerk of the City of Mississauga and the Clerk of the City of Etobicoke, and will be available for a period of thirty days for public review. The public will be notified of the availability of this report. If serious environmental concerns remain unresolved, requests may be made that the project be subject to a formal environmental assessment review and approval process. The final decision regarding requests for a formal environmental assessment rests with the Minister of the Environment.

The public is invited to comment on this project prior to the Public Information Centres. Any group or individual wishing to comment on the study may contact:

MR. B.E. SWEDAK  
Senior Project Manager  
Public Works Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Tel: 896-5797

MR. T. ELLERBUSCH  
Senior Engineer  
Structures & Development  
Works Department  
Etobicoke City Hall  
399 The West Mall  
Etobicoke, Ontario  
M9C 2Y2

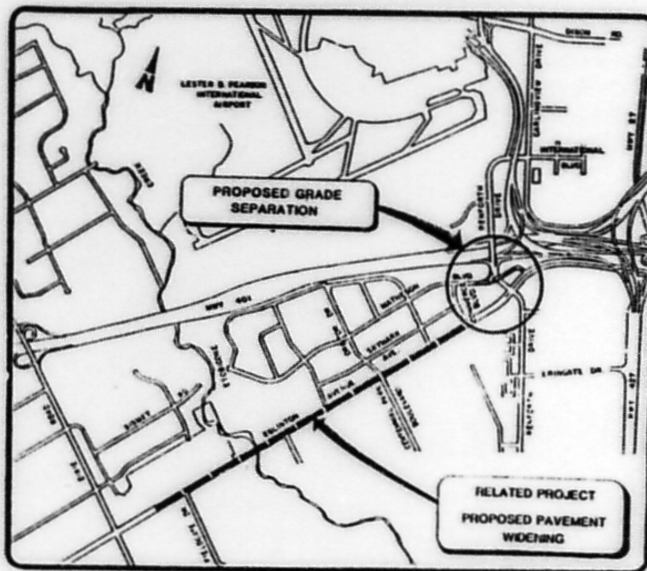
Tel: 394-8402

MR. J.M. HEMINGWAY  
Project Manager  
UMA Engineering Ltd.  
5080 Commerce Boulevard  
Mississauga, Ontario  
L4W 4P2

Tel: 238-0007

2(c)

2(c)



PROJECT LOCATION



## Corporate Report

Received by  
Clerk's Dept. MAR 28 1989

Clerk's Files F.02.02

Originator's  
Files 11 141 00045  
M-544

OPERATIONS/WORKS APR 5 1989

DATE: March 6, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department.

SUBJECT: Assumption of the municipal services for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road (sketch attached).

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ORIGIN: Servicing Agreement between Noble Propane and Energy Limited (83 Torbarrie Road, Downsview, Ontario M3L 1G5), the City of Mississauga and the Region of Peel dated May 28, 1984.

COMMENTS: The subject development consists of 44 single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan M-544 and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road,

...../cont'd

3(a)

Chairman and Members of the  
Operations and Works Committee

- 2 -

March 6, 1989

3(a)

b) return the Letters of Credit for Plan M-544 currently valued at \$115,575.46 and \$96,800.00 (topsoil & sodding), to the developer, Noble Propane and Energy Limited,

c) enact a by-law establishing the road allowance within Plan M-544 as public highway and part of the municipal system of the City of Mississauga.

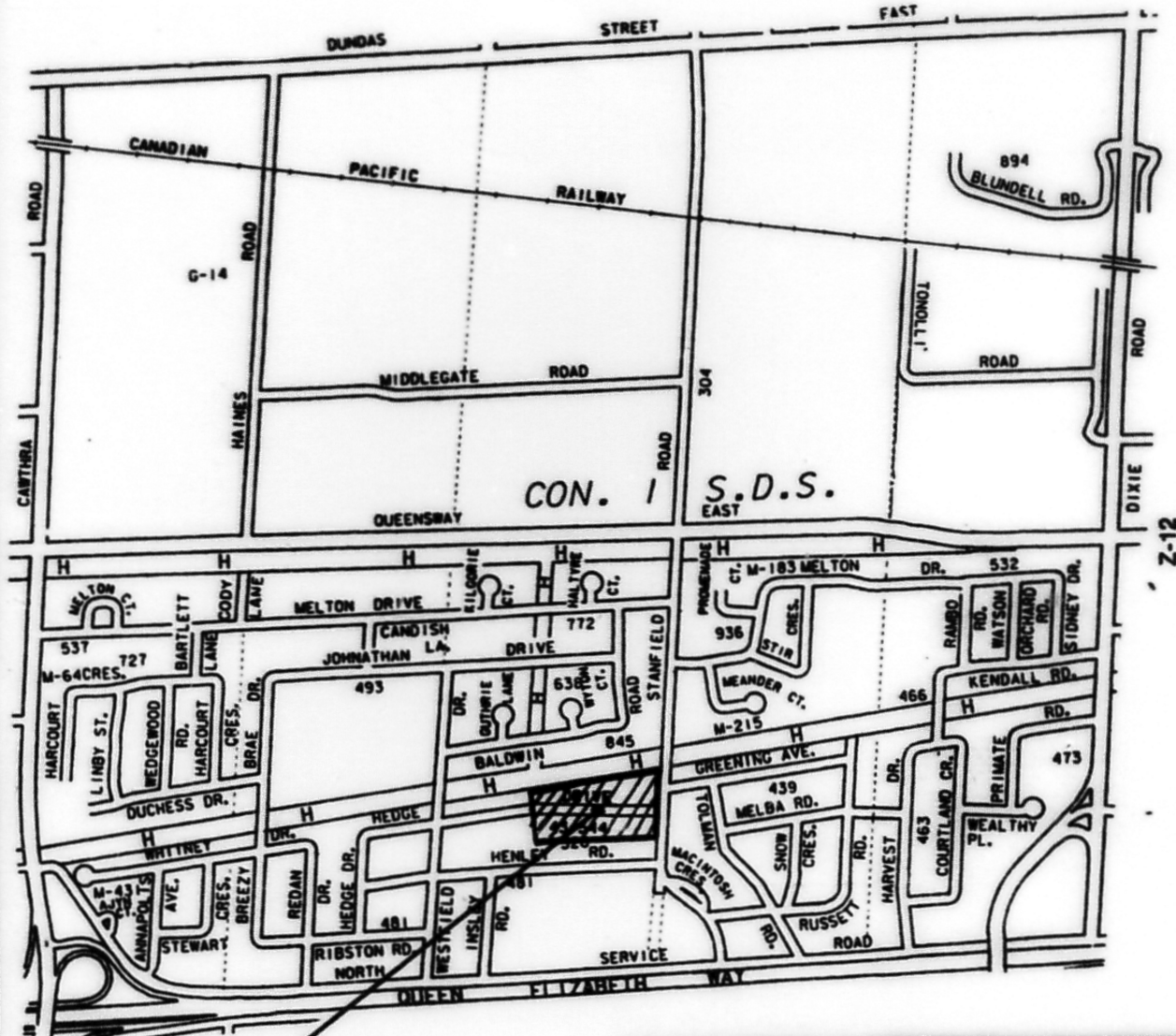
*K. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department

*WPA*  
WPA/ap  
0389E/223E

Enclosure

Z-20

3(b)



SUBJECT LANDS

Z-6

**MIDDEGAUGA**  
**Public Works**

**DEVELOPMENT ENGINEERING**

NOBLE RESIDENTIAL SUBDIVISION  
PLAN 43M-544



Received by  
Clerk's Dept. MAR 28 1989

Clerk's Files F06.04.05

OPERATIONS/WORKS APR 5 1989

Originator's  
Files 11 141 00045  
11 161 00011  
13 211 00015

DATE: March 16, 1989.  
TO: Chairman and Members of the Operations and Works Committee.  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Request for All-way Stop at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

ORIGIN: City Council Meeting of January 25, 1989. Report Request No. 15-89.

BACKGROUND: At the City Council meeting of January 25, 1989 Council requested that the implementation of all-way stops at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, be referred to the Public Works Department for a report.

COMMENTS: Manual turning movement counts were conducted at both locations on Dunbar Road on February 14, 1989. The results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic period, averaged, are as follows:

DUNBAR ROAD AND CONFEDERATION PARKWAY:

Part 'A'	Volume from all approaches	280%
Part 'B'	Minor street volume	29%

DUNBAR ROAD AND RUGBY ROAD:

Part 'A'	Volume from all approaches	73%
Part 'B'	Minor street volume	58%

Both parts 'A' and 'B' individually, must fulfill the minimum requirements of 100% for the all-way stop warrant to be satisfied.

A collision history at both of these locations revealed that only one accident has occurred since 1983. This history does not indicate any pattern of accidents nor would it appear that the installation of an all-way stop could increase the level of safety at either of these locations.

An all-way stop is a device used to regulate vehicle right of way at an intersection. It is used where traffic engineering studies, considering such aspects as traffic and pedestrian volumes, volume splits, restricted sight lines and collision experience, indicate that the usage of an all-way stop is warranted.

March 16, 1989.

4(a)

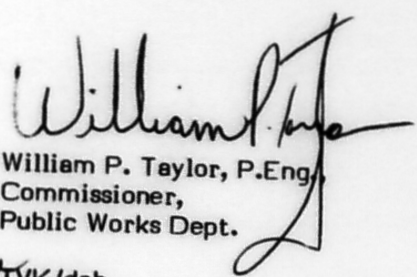
The low traffic volumes on minor side streets usually do not warrant the installation of an all-way stop. Implementing an unwarranted all-way stop generates a lack of stopping compliance and a disregard for stop control in general, and quite frequently an overall reduction in the level of safety.

CONCLUSION:

At the request of City Council, the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, were reviewed for potential all-way stop implementation. Based on the results there is insufficient side street volume (average of only 19 vehicles at Rugby Road and 81 at Confederation Parkway during peak traffic period) to technically warrant all-way stops. The Public Works Department therefore does not support the implementation of all-way stops at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

RECOMMENDATION:

That all-way stops not be implemented at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, as warrants are not satisfied.

  
William P. Taylor, P.Eng.  
Commissioner,  
Public Works Dept.

WTVK/dab  
0594E.2





# Corporate Report

Received by  
Clerk's Dept.

MAR 28 1989

Clerk's Files

F.06.04.06

APR 5 1989

OPERATIONS/WORKS

Originator's  
Files

11 141 00045  
13 211 00201  
11 161 00011

DATE: March 15, 1989.  
TO: Chairman and Members of the Operations and Works Committee.  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Prohibited Truck Routes.

ORIGIN: Public Works Department.

COMMENTS: A draft by-law has been prepared to incorporate into Schedule 13 of By-law 444-79, as amended, revised no heavy truck designations on the following streets:

STREET:

BETWEEN:

Bristol Road	Trailwood Drive and McLaughlin Road;
Ceremonial Drive	Hurontario Street and McLaughlin Road;
Confederation Parkway	Burnhamthorpe Road and The Queensway West;
Delaware Drive	Eglinton Avenue and Nahani Way;
Ellen Street	Mississauga Road and Earl Street;
Guildwood Way	Eglinton Avenue and north limit of Guildwood Way;
Kariya Drive	Burnhamthorpe Road and Elm Drive;
Matthews Gate	Hurontario Street and Enfield Place;
Melody Drive	Mississauga Road and south limit of Melody Drive;
Sussex Gate	Burnhamthorpe Road and Enfield Place;
Trailwood Drive	Hurontario Street and Bristol Road.

5(a)

These additions represent new roadways or portions of said roadways which are not at present included in the by-law restricting heavy truck traffic. Signs will be posted in locations where peripheral streets intersect truck routes to protect all residential streets within the local area.

CONCLUSION:

The above routes have been reviewed and the necessary no heavy truck designations are recommended for inclusion in Schedule 13 of By-law 444-79, as amended.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement heavy truck prohibitions on the following roadways:

STREET:

BETWEEN:

Bristol Road

Trailwood Drive and McLaughlin Road;

Ceremonial Drive

Hurontario Street and McLaughlin Road;

Confederation Parkway

Burnhamthorpe Road and The Queensway West;

Delaware Drive

Eglinton Avenue and Nahani Way;

Ellen Street

Mississauga Road and Earl Street;

Guildwood Way

Eglinton Avenue and north limit of Guildwood Way;

Kariya Drive

Burnhamthorpe Road and Elm Drive;

Matthews Gate

Hurontario Street and Enfield Place;

Melody Drive

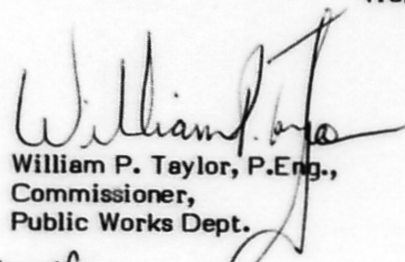
Mississauga Road and south limit of Melody Drive;

Sussex Gate

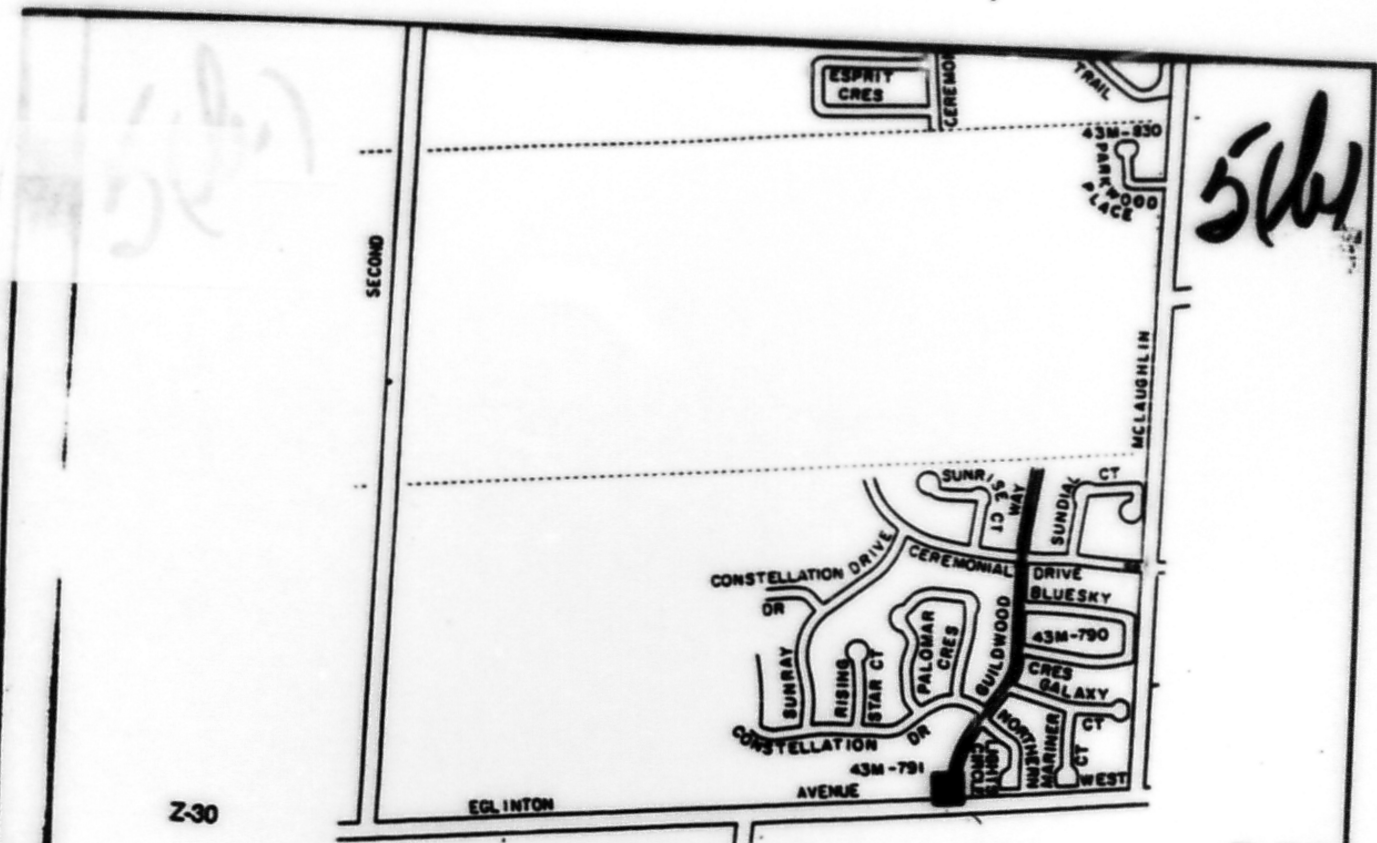
Burnhamthorpe Road and Enfield Place;

Trailwood Drive

Hurontario Street and Bristol Road.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Dept.

SSL/ABD  
0594E.4



**MISSISSAUGA**  
**Public Works**

**TRAFFIC & TRANSPORTATION**



LOCATION OF NO HEAVY TRUCK SIGNS

562

Z-29



**MISSISSAUGA**  
**Public Works**

TRAFFIC & TRANSPORTATION



LOCATION OF NO HEAVY TRUCK SIGNS

Z-37-W

Z-38-W  
5(d)



Z-29

AVENUE

WEST

Z-37-E

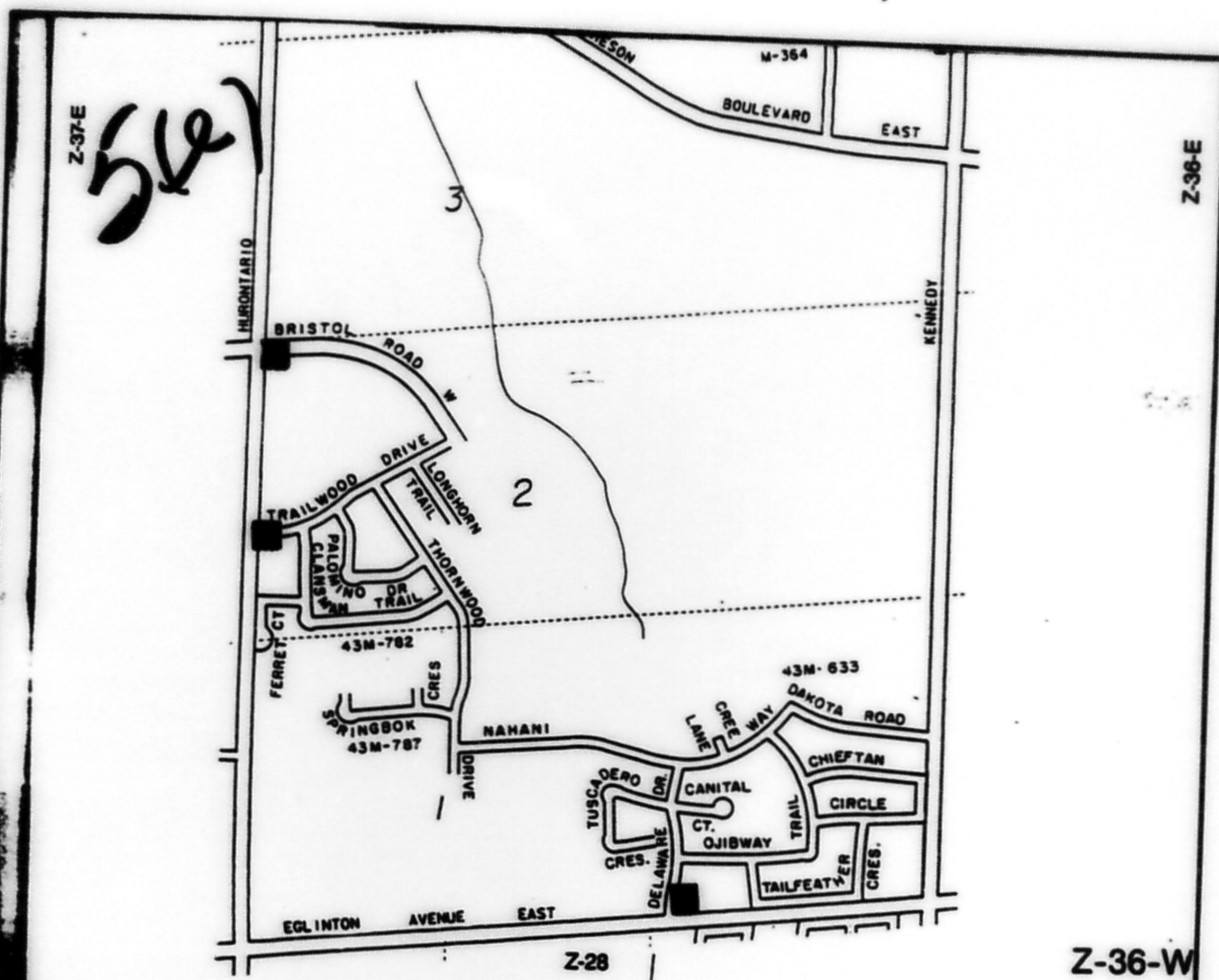


**MISSISSAUGA**  
**Public Works**

TRAFFIC & TRANSPORTATION



LOCATION OF NO HEAVY TRUCK SIGNS



 **MISSISSAUGA**  
**Public Works**

TRAFFIC & TRANSPORTATION



LOCATION OF NO HEAVY TRUCK SIGNS



## Corporate Report

OPERATIONS/WORKS APR 5 1989

Received by  
Clerk's Dept.

MAR 28 1989

Clerk's Files

F.06.03-01.β  
F.06.04.10

Originator's  
Files

11 141 00045  
11 161 00011  
13 211 00022

DATE: March 15, 1989.  
TO: Chairman and Members of the Operations and Works Committee.  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Intersection of Parkerhill Road and Dundas Street West.

ORIGIN: Petition from concerned citizens in the immediate vicinity of Parkerhill Road and Dundas Street West, and Victor Moul, Whiteoak Lincoln Mercury Sales Ltd., 250 Dundas Street West. Report Request 27-89.

COMMENTS: The Public Works Department has received a letter and a petition from concerned residents and local employees in the Dundas Street/Parkerhill Road area. Their concerns were prompted from a fatal accident that occurred on January 7, 1989 involving a pedestrian crossing Dundas Street. Through their correspondence it is being requested that pedestrian activated signals or a designated pedestrian crossing (pedestrian crossover) be installed at Parkerhill Road and Dundas Street West.

This location has been reviewed by Public Works staff and the necessary studies have been conducted. The results of an eight hour traffic count indicated that traffic signals at this location are not warranted. The average hourly delay volumes at this intersection, are as follows:

Part 'A'	Minimum Vehicular Volume Warrant	17%
Part 'B'	Delay to Cross Traffic Warrant	23%

These values do not warrant the installation of a traffic signal as a minimum of 80% is required on both part 'A' and 'B', individually, for a period of eight hours or either part 'A' or part 'B' must be 100% for a period of eight hours. These warrants are established by the Ministry of Transportation Ontario and in addition to indicating where, from a technical point of view, a traffic signal should be installed also indicate whether the Ministry will consider the installation eligible for subsidy purposes.

.... /2

6(a)

The accident that occurred on January 7, 1989 resulted in a pedestrian being fatally struck by a vehicle while attempting a mid-block crossing of Dundas Street West just west of Parkerhill Road. During a period of eight hours, forty-eight pedestrians were observed crossing Dundas Street at Parkerhill Road. At present, there are two signalized locations within 300 metres of Parkerhill Road on Dundas Street West which provide protected pedestrian crossings; Mason Heights to the west and Confederation Parkway to the east. For this reason and the fact that the traffic signal warrants have not been fulfilled, a traffic signal should not be installed at Dundas Street West and Parkerhill Road.

Regarding the request to install a pedestrian crossover on Dundas Street West, the Public Works Department is currently reviewing the issue of whether or not pedestrian crossovers should be established on a City-wide basis. However, Dundas Street would not be a desirable location for a pedestrian crossover due to its road width (five lanes) and high volume of traffic. The volume of pedestrians is also not high enough to meet the Ministry of Transportation Ontario's warrant values for pedestrian crossovers. At this time there are no pedestrian crossovers in operation in Mississauga and introducing one on Dundas Street would compromise pedestrians safety. Therefore, a pedestrian crossover at this location is not recommended by the Public Works Department.

Since 1986 no other pedestrian accidents have occurred at this location, however, three other accidents have occurred. This number is not unusually high for an intersection of this type.

After reviewing the speed limits through this portion of Dundas Street West it has been determined that the posted speed limit should be lowered to 50 km/h. In recent years development in this area has led to an increase in vehicular and pedestrian traffic. For these reasons the 50 km/h speed limit should be extended west from Confederation Parkway to Mason Heights. The intention of this action is to increase safety along this section of Dundas Street in the area of Parkerhill Centre. The Peel Regional Police have been requested in the meantime to enforce the existing 60 km/h speed limit.

March 15, 1989.

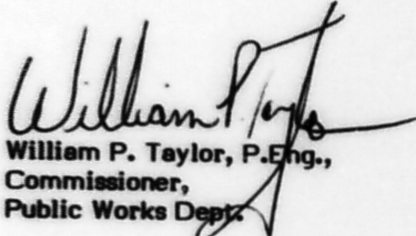
(6 (11))

**CONCLUSION:**

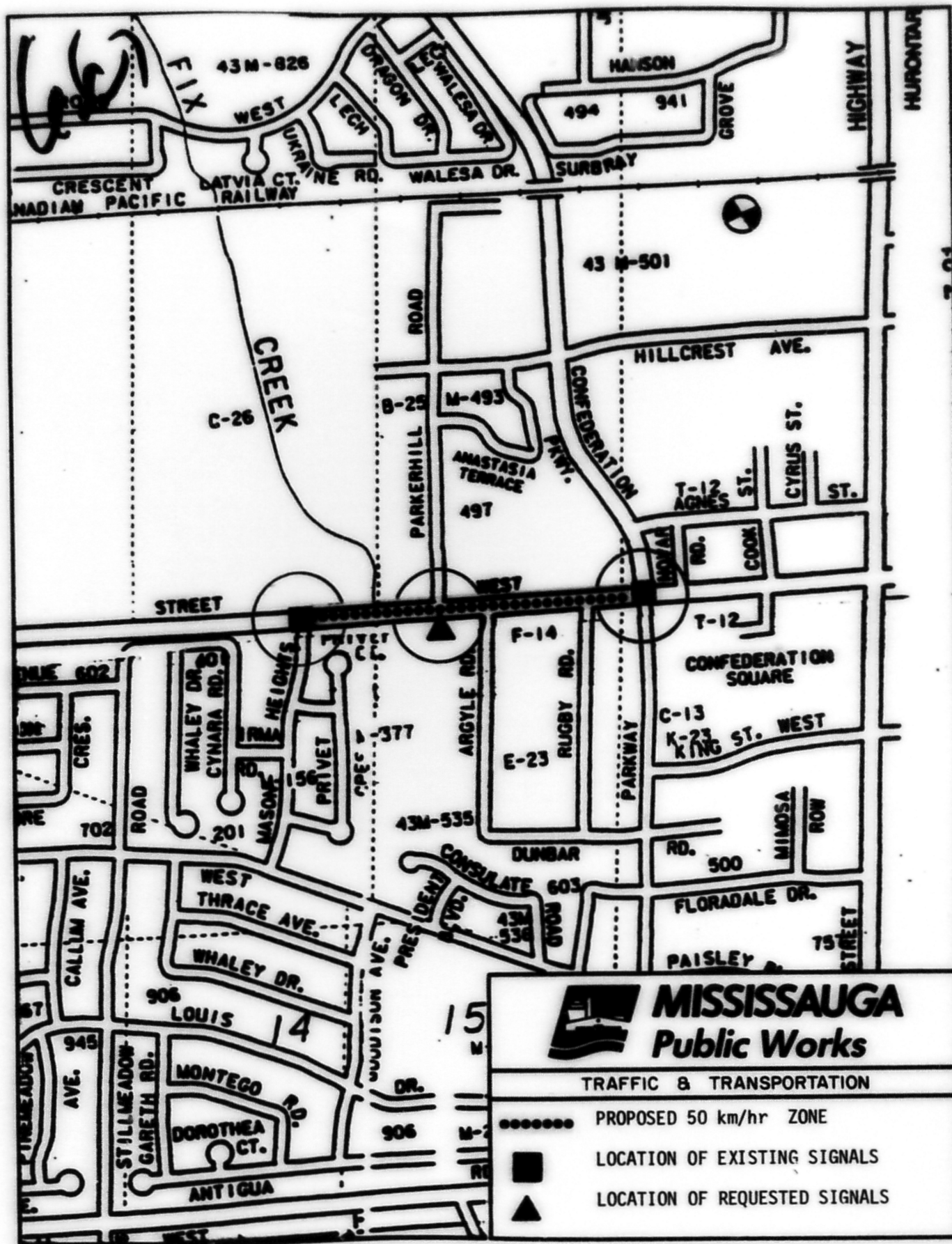
The intersection of Dundas Street West and Parkerhill Road does not fulfill the required criteria to meet the Ministry of Transportation Ontario's warrant for the installation of traffic signals or pedestrian crossover. A 50 km/h speed zone should be implemented to extend the current 50 km/h speed zone from Cliff Road to Mason Heights on Dundas Street West to increase the level of safety.

**RECOMMENDATION:**

That a by-law be enacted to amend By-law 444-79, as amended, to implement the extension of the 50 km/h zone on Dundas Street West from a point 100 metres west of Confederation Parkway to Mason Heights.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Dept.

MP/dab  
0594E.3





## Corporate Report

Received by  
Clerk's Dept.

MAR 28 1989

Clerk's Files

F.06.04.02

OPERATIONS/WORKS APR 5 1989

Originator's  
Files

11 141 00045  
11 161 00011  
13 211 00023

DATE: March 15, 1989.  
TO: Chairman and Members of the Operations and Works Committee.  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Boulevard Parking on Mavis Road.

ORIGIN: Bert Barager, G.T. Wood Company Ltd., 3354 Mavis Road, Mississauga, L5C 1T8 (272-1696).

A written request originating from Mr. Barager of G.T. Wood Company Ltd., was forwarded from Councillor Culham to the Public Works Department to review parking prohibitions on Mavis Road in regard to boulevard parking.

After a review in March 1989 by Public Works staff it was found that there is a problem pertaining to parking on the boulevards of Mavis Road. It was observed that people are parking their vehicles on the boulevard of Mavis Road and blocking the sight lines of motorists exiting from driveways along the west side of Mavis Road. Boulevard parking is a violation in accordance with the provisions of By-law 444-79 and prohibitive signing in this regard is not required.

Parking Control Staff have been enforcing the boulevard parking prohibition and have indicated that the posting of prohibitive signing would be beneficial. It is felt that this boulevard enforcement may relocate this parking to Mavis Road itself which would result in additional problems pertaining to sight lines, safety and the movement of through traffic.

Currently, in accordance with the by-law, parking is permitted on both sides of Mavis Road between Central Parkway West and the south limit of Highway 403. In an effort to reduce parking problems on Mavis Road parking should be prohibited from the south limit of Eglinton Avenue to the north limit of Dundas Street. This will assist the enforcement efforts of the Parking Control Section and provide for a safer traffic environment on Mavis Road.

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Chairman and Members of the  
Operations and Works Committee

- 2 -

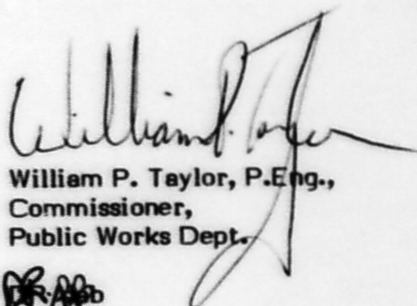
March 15, 1989.

**CONCLUSION:**

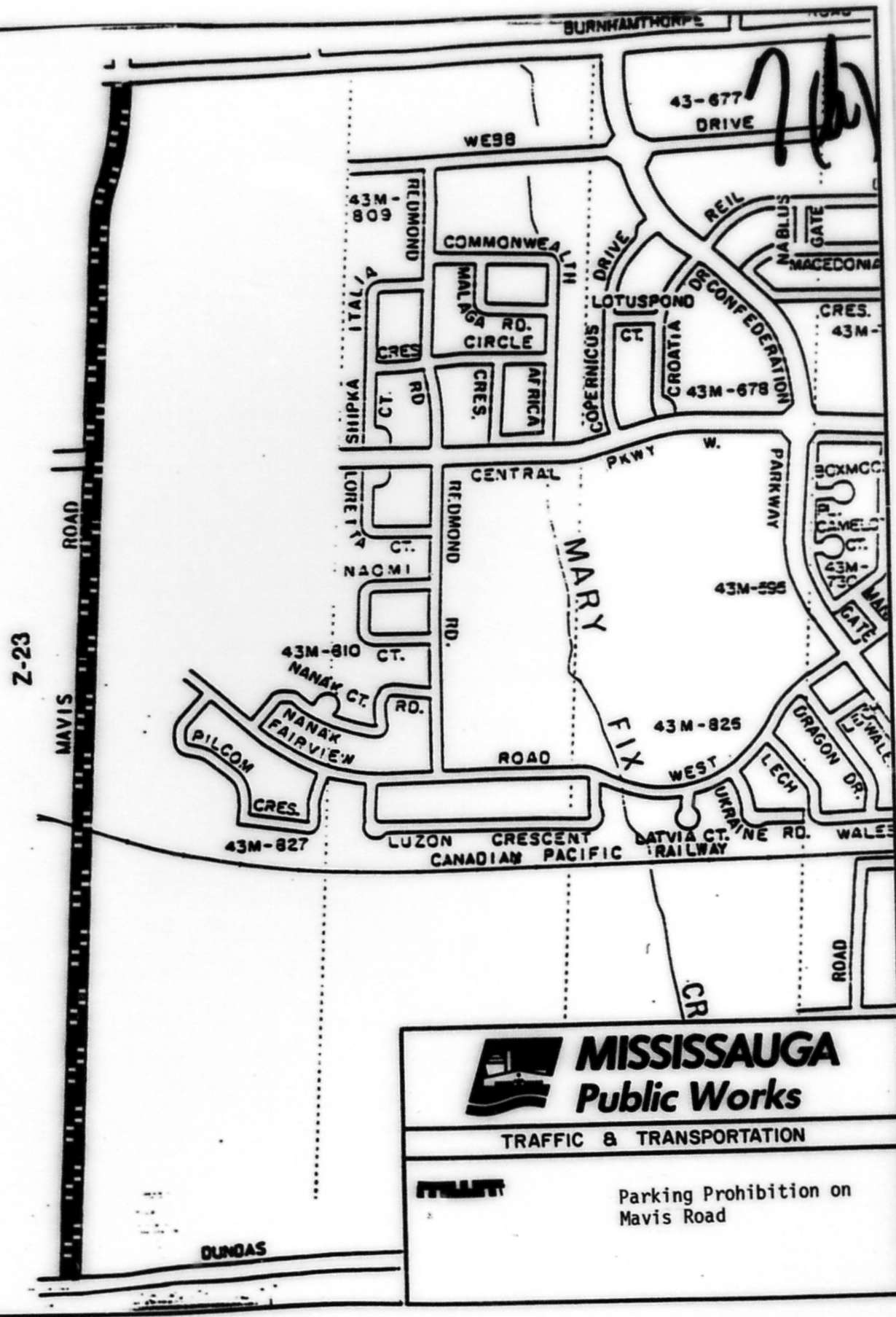
There is sufficient reason in terms of safety to amend the parking by-law to prohibit parking on Mavis Road from Dundas Street West to Eglinton Avenue West. Further, the posting of prohibitive boulevard parking signs will advise motorists of its contravention to the by-law and assist in the enforcement effort.

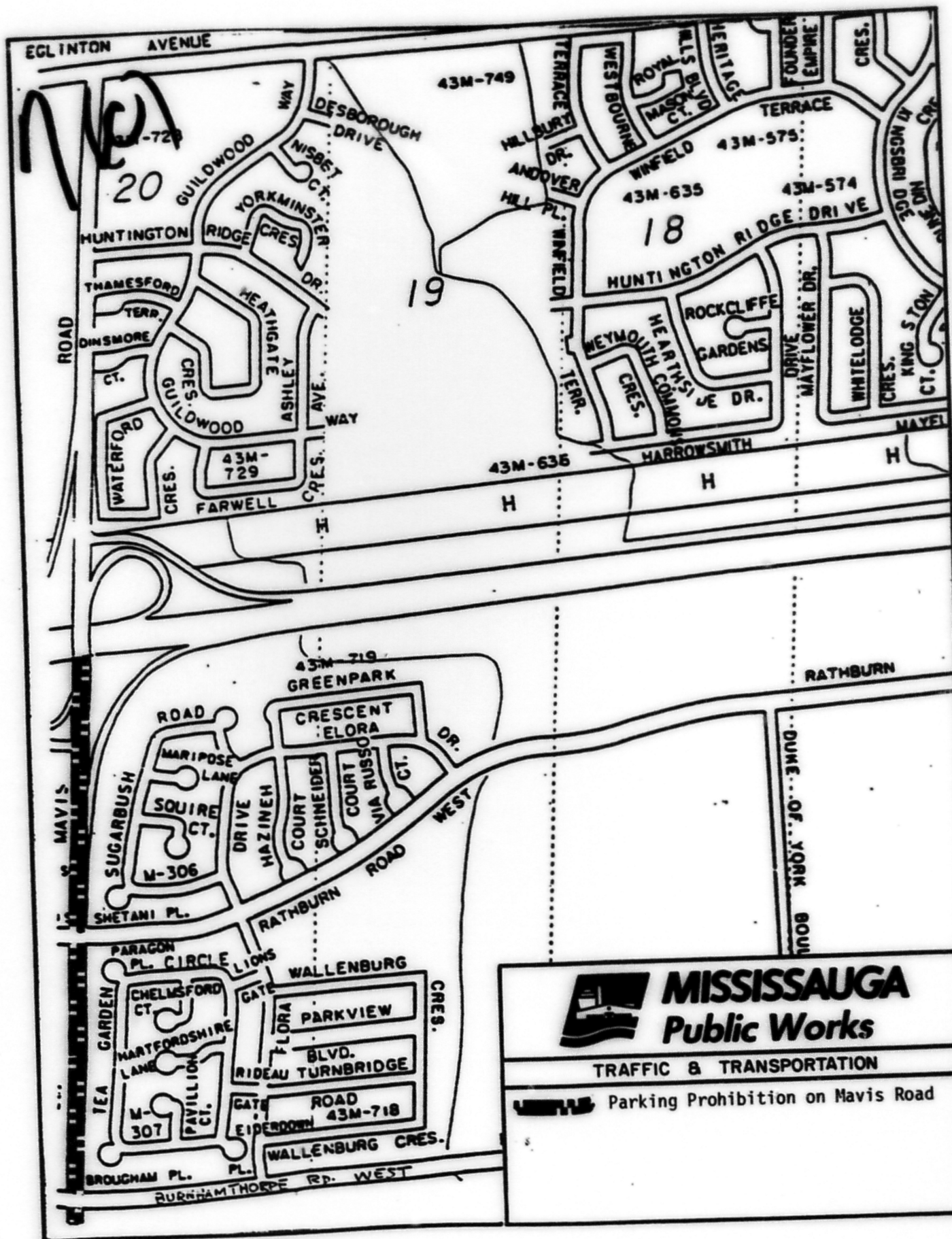
**RECOMMENDATION:**

- (A) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Mavis Road between Dundas Street West and Eglinton Avenue West.
- (B) That 'No Parking on Boulevard' signs be installed along both sides of Mavis Road between Dundas Street West and Burnhamthorpe Road West.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Dept.

DR:ABD  
0594E





TRAFFIC SAFETY COUNCIL  
0058C/179C

MARCH 30, 1989  
A.03.04.11.02

8

REPORT NO.2-89

To: Operations and Works Committee

OPERATIONS/WORKS APR 5 1989

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its second report and recommends:

- TSC-15-89 (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley Public School, 3625 Sawmill Valley Drive, and St. Mark's Separate School, 3675 Sawmill Valley Drive, and be equipped with painted crossing blocks and paved boulevards, as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School, to permit parking/stopping.
- (c) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted.
- (d) That the Public Works Department and the Recreation and Parks Department review the feasibility of upgrading the parking lot immediately south of Sawmill Valley Public School, and the provision of a connecting link to the existing walkway.

F.06.03.02  
(TSC-2-15-89)

- TSC-16-89 (a) That Mississauga Transit be requested to consider relocating stop 0575 to a location north-west of Perran Drive on Thorn Lodge Drive, away from the Sheridan Park Public School site.
- (b) That Canada Post be requested to consider relocating the postal box to a location away from the Sheridan Park Public School site.
- (c) That the Peel Board of Education be requested to advise school bus drivers at Sheridan Park Public School of the safety concerns, and the appropriate location for parking school buses at the school site.

F.06.03.02  
(TSC-2-16-89)

8(a)

March 30, 1989

- TSC-17-89
- (a) That neither an all-way stop nor traffic signal be implemented on Glen Erin Drive and Inlake Court, due to lack of warrant satisfaction.
  - (b) That a 'School Crossing Ahead' sign not be installed on Glen Erin Drive, north of Inlake Court.
  - (c) That an additional 'School Area' sign be installed on Glen Erin Drive, north of Inlake Court, for southbound traffic.
  - (d) That crosswalk lines not be installed on Glen Erin Drive at Inlake Court, as this is not a supervised school crossing.
  - (e) That the report to the Traffic Safety Council dealing with St. Elizabeth Seton School, 6133 Glen Erin Drive, be forwarded to the Operations and Works Committee for consideration.

F.06.03.02  
(TSC-2-17-89)

- TSC-18-89
- (a) That 'No Stopping or Parking, 8:00 a.m. to 6 p.m., Monday to Friday' signs be erected on the south side of Huntington Ridge Drive, between the two driveways to Huntington Ridge Public School, 345 Huntington Ridge Drive.
  - (c) That a Crossing Guard be placed on Huntington Ridge Drive, east of the entrance to Huntington Ridge Public School
  - (b) That when the Crossing Guard is available, white lines be painted across Huntington Ridge Drive, east of the entrance to Huntington Ridge Public School, to indicate a school crossing.

F.06.03.02  
(TSC-2-18-89)

- TSC-19-89
- That the letter dated February 27, 1989, from Mrs. Randi Holden-Stanley, stating how pleased she is with the Crossing Guard posted at Montevideo Road and Derry Road, be received for information.

F.06.03.02  
(TSC-2-19-89)

March 30, 1989

8(h)

- TSC-20-89 (a) That the area in front of St. Jerome Separate School, 790 Paisley Blvd. West, be signed 'No Stopping or Parking, 8:00 a.m. to 6 p.m., Monday to Friday'.
- (b) That Mississauga Transit be requested to consider moving the bus stop further east on Paisley Blvd.
- (c) That Peel Regional Police be asked to re-evaluate the school patrol at St. Jerome.
- (d) That a Crossing Guard not be placed at St. Jerome Separate School, as warrants are not met.

F.06.03.02  
(TSC-2-20-89)

- TSC-21-89 That a Crossing Guard not be placed at Ogden Avenue and Atwater Avenue, as warrants are not met.

F.06.03.02  
(TSC-2-21-89)

- TSC-22-89 That, upon completion of construction on Elm Drive, Public Works staff review signing, to insure that temporary signing is upgraded to City standard in the Spring of 1989.

F.06.03.02  
(TSC-2-22-89)

- TSC-23-89 (a) That an advance phase on the traffic signals for southbound Hurontario Street at Park Street, not be implemented, as study results indicate lack of warrant fulfillment.
- (b) That the east side of Rosewood Avenue, between the south limit of Park Street East and the south limit of Queen Street East adjacent to school property, be posted as 'No Stopping' in accordance with the provisions of By-law 444-79.

F.06.03.02  
(TSC-2-23-89)

- TSC-24-89 (a) That the Crossing Guard be retained at Flagship Drive and Parthia Crescent.
- (b) That the Peel Regional Police be requested to survey the Flagship Drive and Parthia Crescent area, between 8:30 a.m. and 9:00 a.m., with regard to U-turns, and report their findings to the Traffic Safety Council.

F.06.03.02  
(TSC-2-24-89)

8521

- 4 -

March 30, 1989

TSC-25-89 That the memo dated March 16, 1989, from William P. Taylor, Commissioner of Public Works, regarding the Crossing Guard at Burnhamthorpe Road and Ponytrail Drive, be received for information.

F.06.03.02  
(TSC-2-25-89)

TSC-26-89 That, as requested by Councillor Southorn in his memo of March 14, 1989, the Site Inspection Subcommittee of the Traffic Safety Council, carry out a site inspection at the Credit River Bridge on Main Street/Bristol Road, to determine if a safety barrier is required in this area.

F.06.03.02  
(TSC-2-26-89)

TSC-27-89 That the Site Inspection recommendations of the Traffic Safety Council from January 1986 to December 1988, be received for information.

F.06.03.02  
(TSC-2-27-89)



## Corporate Report

Received by  
Clerk's Dept.

MAR 24 1989

Clerk's Files

F.06.03.02

8(d)

T.S.C. DATE

March 29/89

OPERATIONS/WORKS

APR 5 1989

Originator's  
Files

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**DATE:** March 20, 1989  
**TO:** Chairmen and Members of Traffic Safety Council  
**FROM:** William P. Taylor, P.Eng., Public Works Department.  
**SUBJECT:** Saint Elizabeth Seton School

**ORIGIN:** Report Request No. 371-88

**BACKGROUND:** At the Traffic Safety Council meeting of November 30, 1988, the Public Works Department was requested to investigate if an all-way stop or traffic signals are warranted on Glen Erin Drive and Inlake Court. The Public Works Department was also requested to install a 'School Crossing Ahead' sign on Glen Erin Drive, north of Inlake Court and paint crosswalk lines at the intersection of Glen Erin Drive and Inlake Court.

**COMMENTS:** Glen Erin Drive is a four lane major collector roadway that services approximately 9500 vehicles daily. The function of this roadway is to collect traffic from residential streets and channelize it onto the arterial roadway system. Some through traffic is expected during peak periods.

Manual turning movement counts were conducted on Glen Erin Drive at Inlake Court in November 1988, to determine if an all-way stop or traffic signals are warranted. The results of this study indicated that an all-way stop was not warranted due to the low traffic volumes on Inlake Court. Vehicles on Inlake Court experienced minimal delay when entering Glen Erin Drive. The resultant warrant calculations derived from the a.m. and p.m. peak traffic hours, averaged, are as follows:

Part 'A' volume from all approaches: 231%,  
Part 'B' minor street volume: 35%.

Both parts 'A' and 'B' must be fulfilled to at least 100% to warrant an all-way stop. This ensures that motorists on the major street are not delayed unnecessarily. Implementing an unwarranted all-way stop often generates a lack of stopping compliance and a disregard for stop controls in general, frequently reducing the level of safety at the intersection.

COMMENTS:  
(cont.)

Traffic signals are installed based on warrant values, developed and provided to all municipalities by the Ministry of Transportation Ontario (M.T.O.). These warrants are based on several factors including total vehicle volume on all approaches, minor street vs. majors street volumes, crossing volumes, pedestrian volumes, and vehicles delays. These values have indicated that traffic signals are not warranted on Glen Erin Drive and Inlake Court, due to the low traffic volumes on Inlake Court. A review of the accident collision records have indicated a total of (3) three reportable collisions at this intersection since 1985. The rate of accident occurrence at this intersection is not considered unusual.

'School Crossing Ahead' signs are only installed in advance of a supervised school crossing. The Ministry of Transportation Ontario states that 'School Crossing and School Crossing Ahead' signs shall only be installed at locations where school or municipal authorities have pledged, in writing, assurance that a proposed school crossing will be supervised by either a Police Officer, School Guard or School Child Safety Patrol during locally established time periods. 'School Area' signs are at present located on Glen Erin Drive to warn motorists that they are approaching an area where children walk along or may cross the roadway and they are required to exercise caution and foresight in proceeding through the area. An additional 'School Area' sign will be installed north of Inlake Court for southbound traffic.

It is this department's practice to only install crosswalk lines at signalized intersections, all-way stops or at supervised school crossings. Installing crosswalk lines at uncontrolled intersections would give pedestrians a false sense of security since crosswalk lines have no legal authority.

CONCLUSION:

Glen Erin Drive is a major link in the road network and is expected to carry moderately high volumes of traffic. The inclusion of an unwarranted all-way stop at Inlake Court would severely reduce the efficiency of this roadway causing increased vehicle delays and driver frustration. Driver frustration generates a lack of stopping compliance and a disregard for stop controls in general, frequently reducing the level of safety at the intersection.

841

**CONCLUSION:**  
(cont.)

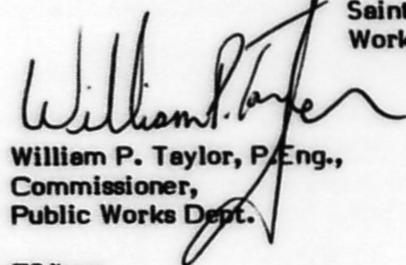
The low traffic volumes on Inlake Court would not warrant a traffic signal at this intersection.


The Ministry of Transportation Ontario clearly states that 'School Crossing Ahead' signs only be implemented in advance of a supervised school crossing area. Glen Erin Drive and Inlake Court are not designated as a supervised school crossing, therefore, a 'School Crossing Ahead' sign cannot be installed. The inclusion of an additional 'School Area' sign on Glen Erin Drive, north of Inlake Court would provide additional warning to motorists.

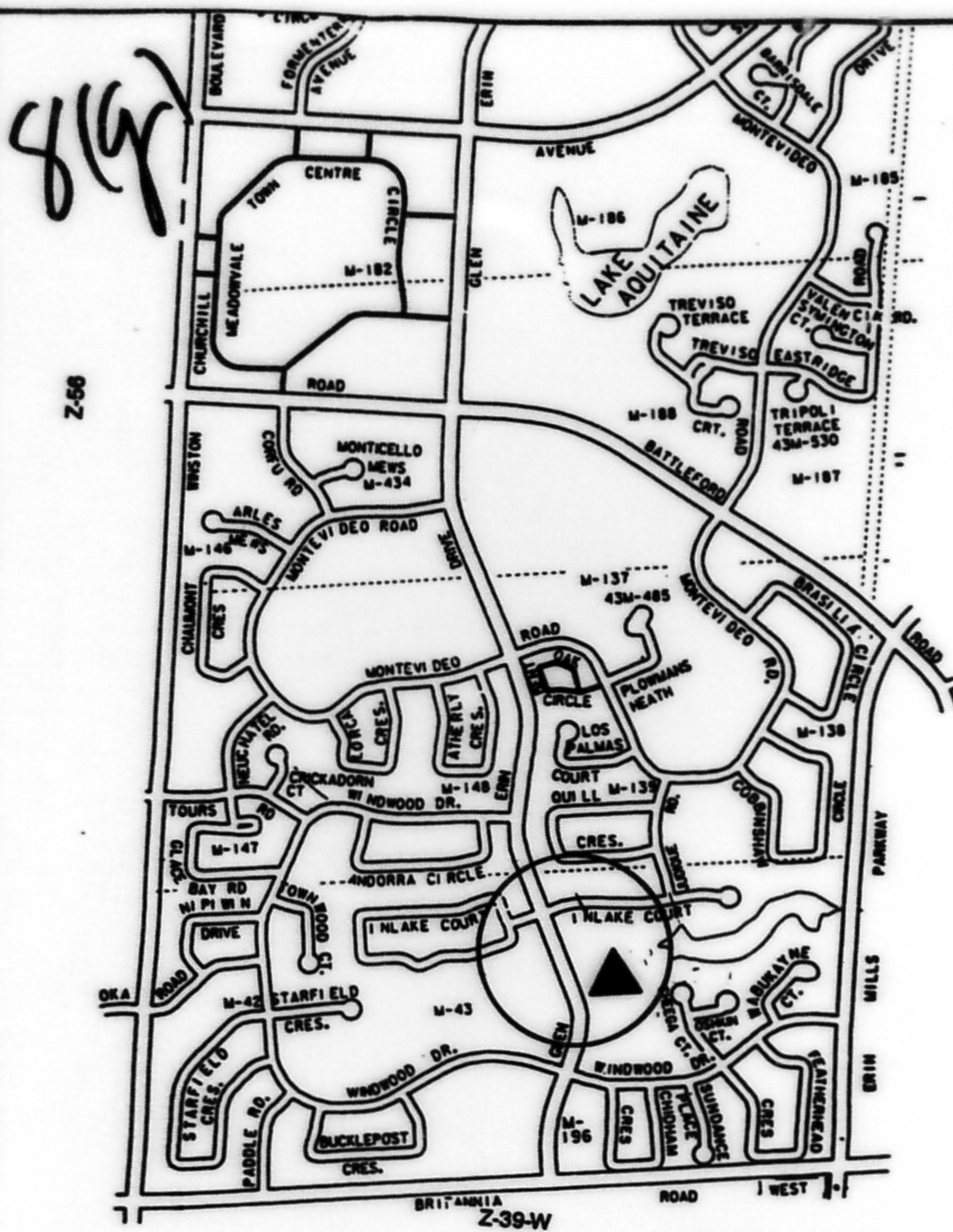
Installing crosswalk lines on Glen Erin Drive and Inlake Court would create a dangerous situation for pedestrians and the Public Works Department does not support their installation.

**RECOMMENDATION:**

- a) That neither an all-way stop nor traffic signal be implemented on Glen Erin Drive and Inlake Court due to lack of warrant satisfaction.
- b) That a 'School Crossing Ahead' sign not be installed on Glen Erin Drive north of Inlake Court.
- c) That an additional 'School Area' sign be installed on Glen Erin Drive, north of Inlake Court for southbound traffic.
- d) That crosswalk lines not be installed on Glen Erin Drive at Inlake Court as this is not a supervised school crossing.
- e) That the report to the Traffic Safety Council dealing with Saint Elizabeth Seton School be forwarded to the Operations and Works Committee for consideration.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Public Works Dept.

 ES/kgm  
1122E



**MISSISSAUGA**  
**Public Works**

TRAFFIC & TRANSPORTATION



STUDY AREA



ST. ELIZABETH SETON SCHOOL

CITY OF MISSISSAUGA

MINUTES

MEETING SEVEN EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, APRIL 5, 1989, 9:00 A.M.

PLACE OF MEETING: COMMITTEE ROOM A, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor M. Prentice  
Councillor F. Dale (Chair)  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor N. Iannicca

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin  
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. B.E. Thom, City Solicitor  
Mr. W.P. Taylor, Commissioner of Public Works  
Mr. K. Schipper, Director, Public Works  
Mr. I.W. Scott, Commissioner of Recreation & Parks  
Mrs. D. Peternell, Committee Coordinator, Clerk's  
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 5, 1989

DEPUTATIONS/PRESENTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	J.05.89002	Mavis Road Alignment from Britannia Road/north City limits
2.	J.05.88019	Renforth Drive/Matheson Boulevard Grade Separation/Eglinton Avenue Pavement Widening Eglinton Avenue Reconstruction - from Renforth Drive/Fieldgate Drive
3.	F.02.02	Noble Subdivision - Assumption of Works
4.	F.06.04.05	Dunbar Road/Rugby Road and Dunbar Road/Confederation Parkway
5.	F.06.04.06	Prohibited Truck Routes
6.	F.06.03.05(B) F.06.04.10	Parkerhill Road/Dundas Street West Intersection
7.	F.06.04.02	Mavis Road - Boulevard Parking
8.	A.03.04.11.02	Traffic Safety Council Report 2-89 - March 3/89

The Chairman (F. Dale) requested an update as to the garbage situation throughout the City owing to the lock out and resulting picket action by outside workers at the Region of Peel.

The Commissioner of Public Works advised after discussions with Mr. D. Markle, Public Works, Region of Peel, the Britannia Landfill Site will remain open on Saturday and Sunday and until dusk every night to accommodate the drivers owing to the delays occurring with both entering and exiting the landfill. Mr. Taylor advised if there are no supervisors to accompany the drivers in the trucks, the drivers will not cross the picket line.

Discussion took place as to who is responsible for pursuing legal action if and when necessary. The City Manager advised the responsibility lies with the Region to pursue injunctions. Councillor Prentice advised she would contact the Region of Peel in this regard.

MATTERS CONSIDERED:

1. Report dated March 28, 1989, from the Commissioner of Public Works regarding the Mavis Road alignment from Britannia Road to the north City limits.

Mavis Road is included in the City of Mississauga Official Plan as an arterial road with a planned right-of-way width of 35 metres (115 feet). Mavis Road exists and is opened to traffic only south of Eglinton Avenue. The alignment for the section from Eglinton Avenue to Britannia Road has previously been determined and the construction of this segment to a four-lane cross section is being pursued. Because of land development planning it has become necessary to determine an alignment for Mavis Road between Britannia Road and the north City limits.

The Public Works Department has reviewed the road alignment in conjunction with several agencies having an interest in this matter including:

- The Planning and Building Department
- The Ministry of Transportation Ontario, regarding the Highway 401 interchange
- The Credit Valley Conservation Authority, regarding the Fletcher's Creek crossing
- The Region of Peel regarding the Derry Road intersection.

Because of land developing planning it has become necessary to develop an alignment for Mavis Road from Britannia Road to the north City limits. With the assistance of various agencies and with the involvement of affected landowners a preferred alignment has been determined. It is appropriate that this alignment be endorsed by City Council prior to being incorporated within development plans.

Mr. Kees Schipper, Director, Public Works Department, made a presentation before Committee with respect to the Mavis Road alignment advising that all agencies involved, i.e. Planning & Building Department, the Ministry of Transportation Ontario, the CVCA and the Region of Peel concur with the proposed alignment.

In response to an inquiry regarding the crossing of Fletcher's Creek, Mr. Schipper advised both a high level and low level crossing has been considered concluding that a low level crossing would be more appropriate and less costly. He stated the crossing would be constructed in such a way as to allow the appropriate flow of water and passage for wildlife and pedestrians.

Councillor Culham expressed his concern with the natural environment and stressed the need for its consideration during the planning process. He advised in his opinion, the high level crossing is his preference.

Discussion took place regarding phased development. Mr. Schipper advised a detailed report and presentation will be before the Operations & Works Committee meeting scheduled for April 19, 1989 with recommendations to address optional phasing and traffic patterns on a city-wide basis.

Mr. Schipper advised discussions have taken place with the City of Brampton and the proposed alignment is compatible with their planned development with the proposed 407.

**RECOMMENDATION:**

That the alignment of Mavis Road from Britannia Road to the north City limits as indicated in Plan No. 879 dated December, 1988 by CGL Consulting Engineering Limited be endorsed.

J.05.89002

**Approved**

See Recommendation OW-117-89 (Councillor D. Culham)

2. Report dated March 23, 1989, from the Commissioner of Public Works providing a status report on the proposed Renforth Drive/Matheson Boulevard Grade Separation and the widening of Eglinton Avenue from Renforth Drive to Fieldgate Drive.

Agreement was reached in 1988 between the City of Mississauga, Metropolitan Toronto and the City of Etobicoke for this widening in order to provide for exclusive bus lanes on Eglinton Avenue from Highway #427 to Fieldgate Drive. The proposal also accommodates a continuous left turning lane which has been proposed to serve new developments on the south side of Eglinton Avenue, east of Centennial Park. The entire cost of the centre turn lane will be borne by Metropolitan Toronto.

In order to meet the objectives, a comprehensive study is to be carried out and an Environmental Study Report will be prepared for both projects to meet the requirements of the Environmental Assessment Act. The City of Mississauga is the project proponent with the concurrence of the City of Etobicoke. A Technical Coordinating Committee composed of representatives of the City of Mississauga, the City of Etobicoke, the Municipality of Metropolitan Toronto and the Ministry of Transportation of Ontario has been established to ensure that the required objectives are satisfied.

In order to ensure public participation a newspaper advertisement will be inserted in the Mississauga, Etobicoke and Toronto newspapers to advise of the commencement of the study.

**RECOMMENDATION:**

That the report dated March 23, 1988, from the Commissioner of Public Works regarding implementation of the Renforth Drive/Matheson Boulevard Grade Separation and Eglinton Avenue Reconstruction from Renforth Drive to Fieldgate Drive be received for information.

J.05.88019

**Approved**

See Recommendation OW-118-89 (Councillor F. McKechnie)

3. Report dated March 6, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

**RECOMMENDATION:**

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road.
- (b) That the City Treasurer be authorized to return the Letters of Credit for Plan M-544 currently valued at \$115,575.46 and \$96,800.00 (topsoil & sodding), to the developer, Noble Propane and Energy Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-544 as public highway and part of the municipal system of the City of Mississauga.

F.02.02

**Approved**

See Recommendation OW-119-89 (Councillor D. Culham)

4. Report dated March 16, 1989, from the Commissioner of Public Works in response to a request for all-way stop at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

At the request of City Council, the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, were reviewed for potential all-way stop implementation. Based on the results there is insufficient side street volume (average of only 19 vehicles at Rugby Road and 81 at Confederation Parkway during peak traffic period) to technically warrant all-way stops. The Public Works Department therefore does not support the implementation of all-way stops at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway.

RECOMMENDATION:

That all-way stops not be implemented at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, as warrants are not satisfied.

F.06.04.05

Approved

See Recommendation OW-120-89 (Councillor N. Iannicca)

5. Report dated March 15, 1989, from the Commissioner of Public Works regarding amendments to Schedule 13 of By-law 444-79, as amended, to incorporate revised no heavy truck designations.

These additions represent new roadways or portions of said roadways which are not at present included in the by-law restricting heavy truck traffic. Signs will be posted in locations where peripheral streets intersect truck routes to protect all residential streets within the local area.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement heavy truck prohibitions on numerous roadways.

F.06.04.06

Approved

See Recommendation OW-121-89 (Councillor F. McKechnie)

6. Report dated March 15, 1989, from the Commissioner of Public Works in response to a petition from concerned citizens in the immediate vicinity of Parkerhill Road and Dundas Street West, and Victor Moul, Whiteoak Lincoln Mercury Sales Ltd., which were prompted from a fatal accident that occurred on January 7, 1989 involving a pedestrian crossing Dundas Street. The petition requests that pedestrian activated signals or a designated pedestrian crossing (pedestrian crossover) be installed at Parkerhill Road and Dundas Street West.

The intersection of Dundas Street West and Parkerhill Road does not fulfill the required criteria to meet the Ministry of Transportation Ontario's warrant for the installation of traffic signals or pedestrian crossover. A 50 km/h speed zone should be implemented to extend the current 50 km/h speed zone from Cliff Road to Mason Heights on Dundas Street West to increase the level of safety.

It was suggested the results of the study be forwarded to the Peel Regional Police to be presented at any court proceedings.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the extension of the 50 km/h zone on Dundas Street West from a point 100 metres west of Confederation Parkway to Mason Heights.

F.06.03.05(B)  
F.06.04.10

Approved

See Recommendation OW-122-89 (Councillor N. Iannicca)

7. Report dated March 15, 1989, from the Commissioner of Public Works regarding a request originating from Mr. Barager of G.T. Wood Company Ltd., to review parking prohibitions on Mavis Road in regard to boulevard parking.

There is sufficient reason in terms of safety to amend the parking by-law to prohibit parking on Mavis Road from Dundas Street West to Eglinton Avenue West. Further, the posting of prohibitive boulevard parking signs will advise motorists of its contravention to the by-law and assist in the enforcement effort.

Councillor Culham requested this matter be deferred to the May 8, 1989 Council meeting in order for him to advise the businesses along Mavis Road of the parking prohibition. After discussion, it was agreed that the recommendation would be divided with approval of the parking prohibition from Burnhamthorpe Road West to Eglinton Avenue West and deferral of the portion of Mavis Road between Burnhamthorpe Road West and Dundas Street West. This motion was voted on and carried.

RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Mavis Road between Dundas Street West and Eglinton Avenue West.
- (b) That 'No Parking on Boulevard' signs be installed along both sides of Mavis Road between Dundas Street West and Burnhamthorpe Road West.

F.06.04.02

Amended

See Recommendation OW-123-89 and OW-124-89 (Councillor D. Culham)

**8. Report 2-89 of the Traffic Safety Council meeting held on March 29, 1989.**

Councillor Kennedy requested Traffic Safety Council Recommendation TSC-16-89 be amended in part (b) to read "That Canada Post be requested to relocate the postal box to a location away from the Sheridan Park Public School site."

A.03.04.11.02

Amended (See OW-126-89)

See Recommendation OW-125-89 to OW-137-89 (Councillor H. Kennedy)

Councillor Culham advised of a problem with bus parking at the Ebenezer Reform Church on Glengarry Drive. He advised he has requested a report from the Legal Department for the next Operations & Works Committee meeting (April 19, 1989) to interpret the legislation with respect to the parking of church buses on church property.

Recommendations:

As per Report 7-89

Adjournment:

9:45 a.m.

THE OPERATIONS AND WORKS COMMITTEE

APRIL 5, 1989

REPORT 7-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its seventh report and recommends:

OW-117-89 That the alignment of Mavis Road from Britannia Road to the north City limits as indicated in Plan No. 879 dated December, 1988 by CGL Consulting Engineering Limited be endorsed.

J.05.89002  
(OW-117.1-89)

OW-118-89 That the report dated March 23, 1988, from the Commissioner of Works regarding implementation of the Renforth Drive/Matheson Boulevard Grade Separation and Eglinton Avenue Reconstruction from Renforth Drive to Fieldgate Drive be received for information.

J.05.88019  
(OW-118.1-89)

- OW-119-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Noble Subdivision, Plan M-544, located north of North Service Road and west of Stanfield Road.
- (b) That the City Treasurer be authorized to return the Letters of Credit for Plan M-544 currently valued at \$115,575.46 and \$96,800.00 (topsoil & sodding), to the developer, Noble Propane and Energy Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-544 as public highway and part of the municipal system of the City of Mississauga.

F.02.02  
(OW-119.1-89)

OW-120-89 That all-way stops not be implemented at the intersections of Dunbar Road and Rugby Road, and Dunbar Road and Confederation Parkway, as warrants are not satisfied.

F.06.04.05  
(OW-120.1-89)

OW-121-89 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement heavy truck prohibitions on numerous roadways.

F.06.04.06  
(OW-121.1-89)

OW-122-89 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the extension of the 50 km/h zone on Dundas Street West from a point 100 metres west of Confederation Parkway to Mason Heights.

F.06.03.05(B)  
F.06.04.10  
(OW-122.1-89)

OW-123-89 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a parking prohibition on both sides of Mavis Road between Burnhamthorpe Road West and Eglinton Avenue West.

F.06.04.02  
(OW-123.1-89)

OW-124-89 That the following Operations and Works Committee recommendation of April 5, 1989, be deferred to the next Council meeting scheduled for May, 8, 1989:

- (a) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a parking prohibition on both sides of Mavis Road between Burnhamthorpe Road West and Dundas Street West.
- (b) That 'No Parking on Boulevard' signs be installed along both sides of Mavis Road between Dundas Street West and Burnhamthorpe Road West.

F.06.04.02  
(OW-124.1-89)

- OW-125-89 (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley Public School, 3625 Sawmill Valley Drive, and St. Mark's Separate School, 3675 Sawmill Valley Drive, and be equipped with painted crossing blocks and paved boulevards, as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School, to permit parking/stopping.
- (c) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted.
- (d) That the Public Works Department and the Recreation and Parks Department review the feasibility of upgrading the parking lot immediately south of Sawmill Valley Public School, and the provision of a connecting link to the existing walkway.

F.06.03.02  
(TSC-2-15-89)

- OW-126-89 (a) That Mississauga Transit be requested to consider relocating stop 0575 to a location north-west of Perran Drive on Thorn Lodge Drive, away from the Sheridan Park Public School site.
- (b) That Canada Post be requested to relocate the postal box to a location away from the Sheridan Park Public School site.
- (c) That the Peel Board of Education be requested to advise school bus drivers at Sheridan Park Public School of the safety concerns, and the appropriate location for parking school buses at the school site.

F.06.03.02  
(TSC-2-16-89)

- OW-127-89 (a) That neither an all-way stop nor traffic signal be implemented on Glen Erin Drive and Inlake Court, due to lack of warrant satisfaction.
- (b) That a 'School Crossing Ahead' sign not be installed on Glen Erin Drive, north of Inlake Court.
- (c) That an additional 'School Area' sign be installed on Glen Erin Drive, north of Inlake Court, for southbound traffic.
- (d) That crosswalk lines not be installed on Glen Erin Drive at Inlake Court, as this is not a supervised school crossing.
- (e) That the report to the Traffic Safety Council dealing with St. Elizabeth Seton School, 6133 Glen Erin Drive, be forwarded to the Operations and Works Committee for consideration.

F.06.03.02  
(TSC-2-17-89)

- OW-128-89 (a) That 'No Stopping or Parking, 8:00 a.m. to 6 p.m., Monday to Friday' signs be erected on the south side of Huntington Ridge Drive, between the two driveways to Huntington Ridge Public School, 345 Huntington Ridge Drive.
- (c) That a Crossing Guard be placed on Huntington Ridge Drive, east of the entrance to Huntington Ridge Public School
- (b) That when the Crossing Guard is available, white lines be painted across Huntington Ridge Drive, east of the entrance to Huntington Ridge Public School, to indicate a school crossing.

F.06.03.02  
(TSC-2-18-89)

- OW-129-89 That the letter dated February 27, 1989, from Mrs. Randi Holden-Stanley, stating how pleased she is with the Crossing Guard posted at Montevideo Road and Derry Road, be received for information.

F.06.03.02  
(TSC-2-19-89)

- OW-130-89 (a) That the area in front of St. Jerome Separate School, 790 Paisley Blvd. West, be signed 'No Stopping or Parking, 8:00 a.m. to 6 p.m., Monday to Friday'.
- (b) That Mississauga Transit be requested to consider moving the bus stop further east on Paisley Blvd.
- (c) That Peel Regional Police be asked to re-evaluate the school patrol at St. Jerome.
- (d) That a Crossing Guard not be placed at St. Jerome Separate School, as warrants are not met.

F.06.03.02  
(TSC-2-20-89)

- OW-131-89 That a Crossing Guard not be placed at Ogden Avenue and Atwater Avenue, as warrants are not met.

F.06.03.02  
(TSC-2-21-89)

- OW-132-89 That, upon completion of construction on Elm Drive, Public Works staff review signing, to insure that temporary signing is upgraded to City standard in the Spring of 1989.

F.06.03.02  
(TSC-2-22-89)

- OW-133-89 (a) That an advance phase on the traffic signals for southbound Hurontario Street at Park Street, not be implemented, as study results indicate lack of warrant fulfillment.
- (b) That the east side of Rosewood Avenue, between the south limit of Park Street East and the south limit of Queen Street East adjacent to school property, be posted as 'No Stopping' in accordance with the provisions of By-law 444-79.

F.06.03.02  
(TSC-2-23-89)

- OW-134-89 (a) That the Crossing Guard be retained at Flagship Drive and Parthia Crescent.
- (b) That the Peel Regional Police be requested to survey the Flagship Drive and Parthia Crescent area, between 8:30 a.m. and 9:00 a.m., with regard to U-turns, and report their findings to the Traffic Safety Council.

F.06.03.02  
(TSC-2-24-89)

- OW-135-89 That the memo dated March 16, 1989, from William P. Taylor, Commissioner of Public Works, regarding the Crossing Guard at Burnhamthorpe Road and Ponytrail Drive, be received for information.

F.06.03.02  
(TSC-2-25-89)

- OW-136-89 That, as requested by Councillor Southorn in his memo of March 14, 1989, the Site Inspection Subcommittee of the Traffic Safety Council, carry out a site inspection at the Credit River Bridge on Main Street/Bristol Road, to determine if a safety barrier is required in this area.

F.06.03.02  
(TSC-2-26-89)

- OW-137-89 That the Site Inspection recommendations of the Traffic Safety Council from January 1986 to December 1988, be received for information.

F.06.03.02  
(TSC-2-27-89)